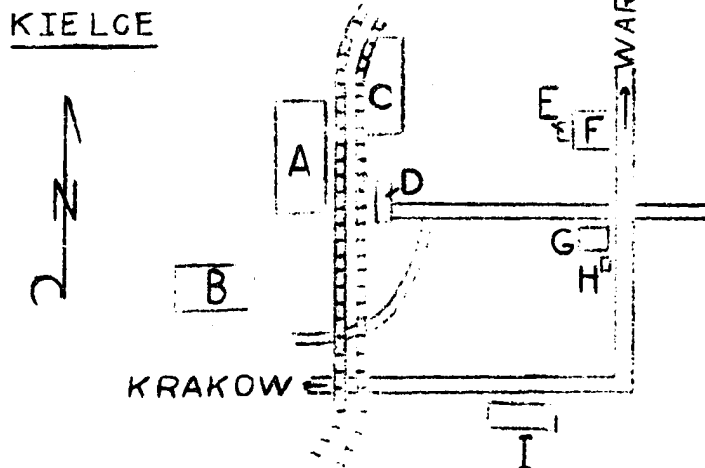


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Legend

- A. Ludwik-Melchiorz Plant (Products consisted of military field kitchens, arranged for heavy machine guns, steel helmets, light motorcycle engines, and heavy ammunition cases.)
 - B. Spolek Enterprise (A soap factory and a fats and food storage house.)
 - C. State Saw Mills
 - D. Railroad Station
 - E. City Hall
 - F. Market Place
 - G. Wojewolst Administration Building
 - H. Cathedral
 - I. Live Kibin
5. According to the opinion of pre-World War II pilots, there is some difficulty in compass reading in this area because of the existence of iron ore deposits. The nearest airport is about eight kilometers north of Kielce at Maslow. This airport accommodated only light aircraft.
6.
7. In the Siowik-Checinny-Jedrzegow-Mischow-Slowniki-Krakow Sector the pavement is 7.5 meters wide, the embankment is 11.5 to 12 meters in width, and the surface is crushed stone over a solid foundation with a top layer of tar. The largest permanent steel and concrete bridge is located near Tokarnia about four kilometers from Checinny towards Krakow and crosses the Nida River. The river is about 30 meters wide here and from one and one-half to two meters in depth. A smaller steel bridge about 20 meters in length is located near Slowniki.

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8. Two elevations and winding, narrow streets make passage through Checiny difficult. Beyond Checiny (two kilometers) in the direction of Krakow the road has steep down grades with sharp "S" curves.
9. The Wodzislaw-Ksiaz Wielki sector of State Highway #13 is quite steep and winding and travels through heavy wooded terrain (This locality offers good concealment. It often was used for partisan activities to disrupt German Army motor transportation during World War II).
10. Highway #13 passage through Jedrzejow and Miechow is easy and clear.
11. Sections of the road in the vicinity of Slomniki are very foggy during the spring and autumn in the mornings and evenings. This causes traffic movements during these periods to be very difficult.
12. The approach to Krakow is by way of ulica Warszawska to Plac Matejki. A left turn is made at the Planty (ulica Potockiego and Gertrudy) to ulica Krakowska. Just over the Wisla River at the Pilsudski bridge, a left turn is made from ulica Krakowska. A little beyond the bridge a right turn leads onto the Krakow-Zakopane route.
13. The Krakow-Zakopane sector of State Highway #13 extends through very steep hills and gradients up to nine per cent (nine meters per 100). The pavement is about 6.5 meters in width and is surfaced with asphalt and stone blocks. The embankment varies from 9.5 to 12 meters in width. From the middle of October to the middle of April heavy snow and sleet impair travel in this sector. A reinforced concrete bridge, 20 meters in length with a road capacity of 40 tons, is located in the vicinity of Pcim and Lubien.
14. At Chabowka the highway crosses the Krakow-Zakopane railroad line over a viaduct. The vehicular viaduct is 100 meters long, 16 to 18 meters of which are over the tracks.
15.
16. Beyond the viaduct the road is very winding and rises sharply to an altitude of 500 to 650 meters and then starts descending toward Nowy Targ. Passage across the so-called Gory Wyspowe mountain chain (Babia Gora, Turbacz, and Luban) is difficult during the spring, fall and winter because of heavy snow.
17. From Nowy Targ to Zakopane the pavement is about 7.5 meters in width and is surfaced with concrete from Nowy Targ to Bialy Dunajec. It is surfaced with tar from Bialy Dunajec to Zakopane.

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